State.

NEW YORK, FRIDAY, FEBRUARY 20, 1891.

PRICE ONE CENT.

Terrible Disaster in the Fourth Avenue Tunnel.

Eight Lives Lost and a Car on Fire.

Human Beings Roasted to Death in View of Spectators.

The Deadly Car Stove Swelled the Catastrophe.

One of the Most Startling Accidents that New York Has Ever Seen.

A New Haven Local Telescopes a Train of Seven Cars.

A terrible collision between trains occurred in the tunnel of the New York Central and the New York and New Baven Railroads this

One of the trains caught fire and there was deplorable loss of life.

So horribly were the bodies of the dead victims charred and mutilated that recognition was impossible. As fast as recovered the dead bodies were taken to the East Eighty-eighth street police station, to be claimed by friends. They are as follows:

Killan Hartsborn, aged seventeen, water boy on the New Haven Express; lived at Mott

John Hancke, of 349 West Fifty-ninti street, car cleaner; hurt about head and left foot and ankle scalded. Taken to Presbyterian

Hospital.

Woman, car cleaner, about thirty years old horribly charred all over the face and body: plain gold ring on third finger of left hand. supposed to be Mrs. Nellie Supple. of 589

Third avenue. Unknown Man, body almost literally

mangled to pieces and burned, Unknown Man, colored, hair cropped short, thick-set, with black cost, dark-brown pants. Face and neck burned to crisp and

body lacerated. Unknown Man clad in dirty blue overalls. mangled and burned about face and body.

Unknown Boy. Working clothes, about eighteen years old, burned and mangled be

youd recognition. Unknown Man, clad in overalls and jumper; crushed, mangled and burned.

Unknown, Man, dark suit of dirty working slothes; burned and horribly mangled.

Daniel L. Culbert, 107 East Forty-fourth street, colored cook, injured internally while in dining-room car. Taken to Presbyterian Hospital.

Matthew Lyon, 445 West Fifty-sixth street brakeman, scalp wounds and shock; taken

William D. Brown, 1500 Park avenue,

brakeman, scalp wounds and shock; taken Weman, Unknown lacerated about head and budy. Taken to Grand Central depot. John Scoffeld, fremen, New York Fire

Department, of truck No. 16, was overcom

aken to Grand Central Depot. At 7.15 the 7.05 New Haven local passenger

train, north bound, approached the station at Eighty-sixth street.

partially failed because of the storm of snow and hall which had lasted all morning.

same track as the New Haven train. This was run into by the New Haven local which was going at a high rate of speed.

The crash was terrific, and both trains, engines and cars, were completely telescoped and

The cars of the forward train caught fire rom a steve, and the fiames rose high above

Two alarms of fire were sent out, followed

nmediately by two calls for ambulances. The latter were responded to by four an plances from the Presbyterian hospital.

the scene they found approach difficult by rea son of the complete wreck of the cars, combined with the smoke, flames and the narrow mits of the tunnel.



copie added to the terror of the scene. The engineer of the New Haven train, it was

said, was the first victim. He was reported killed, but he afterwards turned up with wounds which were not dangerous.

At 9 o'clock it was believed that ten dead lying were still under the wreck. Officials of the New York and New Haven

Railroad gave the following statement: The doomed train was a "shop train," cor cosed or seven Boston and Albany cars, bound for the yard at Mott Haven, which left the Grand Central station at 7 A. M.

street, in the Fourth avenue tunnel.

It was with another train going on the same track, and the first train ran into it from

The last car of the forward train took fire It was not then known how many passenger were killed, as other passengers were still

The amash-up was so complete that the doc tors consider it scarcely within the bounds of possibility that any could come out of it with

The wreck blocked all trame for several

The scene at the surface on Fourth avenue was one long to be remembered. wildfire and squads of

to to keep back the eager crowd. Men and women tried to reach the door o the underground railroad depot, which is signal the engineer slowed up. within a few yards of where the collision o

curred.

Conductor Hutchings, of the New Haven local, Mr. Frederick Motzer, collector for the Marvin Safe Company, and a brakeman ran forward The sleeper, in which the engine of the local had buried itself for fully ten feet, was already on fire.

From one of the windows of the burning car protruded the head and shoulders of a man. The pilot of the engine pinned his legs and body to the timbers of the wreck.

Smoke and fire were around him. The agony in his face was terrible.

cries were heartrending. "For God's sake kill me," he screamed ·Heip me, I am burning alive."

Then from within the car came cries and screams of agony.

shoulders and tried to drag him from his awful fate, but he was too firmly wedged. He implored them to kill him.

ablaze. The lead roof melted, and the molten metal fell upon the would-be rescuers. Still they continued in their efforts to save the injured, but there was quite a panic among doomed man. Then a down train rushed them. The train was pulled back into the through the side tunnel, and clouds of black Grand Central Depot and landed there in smoke, caused by the draught, enveloped the safety. burning car. The three men caught a gimpse of an agonized face and imploring arms, and

cal attendance. the smoke had cleared a little and the man in his legs burned off, was lying under the wreck the car window was still alive, but seem- with his head and shoulders visible. The poor ingly unconscious. A stream of water was fellow must have suffered horribly, but he

" Go for the others, boys, and leave me here. I'm most dead now!" "The boys didn't leave him, though, and

below his shoulders were frightfully charred. the part played by switch engine 8, which was the up and down tracks in the main tunnel.

The catestrophe is attributed to the fact that the forward train displayed no headlight on its

The headlight was on the northward end of the engine and could not be seen by the engineer of the local. acratched by jumping."

TAKING OUT THE BODIES.

The Scene as Witnessed Soon After the Catastrophe. An EVENING WORLD reporter who was the

first to arrive found a scene that beggared dethe apertures in the tunnel at Eighty-fourth and Eighty-fifth streets, and through the one

at Eighty-fourth street the reporter descended into the dark tunnel by means of a ladder. Immediately before him, almost directly under Eighty-fourth street, lay a horrible mass of wreckage with nardly any semblance of form or shape, in which the police and firemes were busily searching for the bodies of vio

Boston and Albany day coaches 39 and 178 were completely mashed together into one on the western track, while parts of the wreckage lay across the eastern track.

Car 39 was the last on the doomed train, and sarried the unfortunate victims of the horror The force of the collision had lammed it com eletely through car 173, just shead of it, and nothing was left of the latter except charred dinters and a tangled mass of wheels and

Broken car seats and cushions were strewed round, and here and there were pieces of the eadly car-stoves, which set fire to the wreck nd added to the horror of the calamity.

Ahead of our 178 was dining car 217, the rea nd of which was smashed to kindling wood Daniel Cuthbert, the colored cook, was in thin par when he was injured. The other cars in the doomed train were

deepers 218 and 219, smoker 313. These were ot damaged. Neither was New York Central Engine 826, which drew the first train. Policeman Hanlon, of the East Eighty-eighth treet station, who was one of the first to arrive at the scene, said to an Evening World

"At 7 o'clock this morning the 'shop train ontaining Boston and Albany cars pulled out of the Grand Central depot for the Mott Haven yard, where the cars were to be over nauled, cleaned and inspected.



"The rear car, day coach 39, was filled with vomen, mostly car cleaners, but we cannot learn the exact number until the search fo dead bodies has been completed

"At 7.01 also the regular New Haven loca pulled out of the depot, almost immediately after the 'shop train.' It was in charge of Conductor George Hutchings, of this city. and drawn by Engine 107 of the Hew Haven and Hartford road, Engineer Louis Fowler The news of the catastrophs spread and Fireman Chas. Wellington, both of New

"At Eighty-fourth street, the "shop train was signalled to stop at the Eighty-sixth street underground station and in obedience to the

"Whether the local train was signalled t stop or not we can't tell, but in any event the second train crashed into the rear of the

first and that is what caused the accident. "At this hour, 10 o'clock, we have taken out seven dead bodies, and there are probably more to follow.

Roundsman Brown, who was placed harge of the squad of police from Capt. Car penter's Eighty-eighth street station, said: "I was on Lexington avenue when Office Carson, who had this post, yelled to me, and I

"The smoke and flames were then pouring out of the hole at Eighty-fourth street as high as a house, and at first we thought it was some big apartment-houses in the neighborhood.

"The sight was horrible, the more so because we could hear the hissing steam and the cries of the wounded and dying, and then we knew that a collision must have taken place in

"We sent out two fire and ambuiance starms at once and the boys got here very promptly, but it was almost like diving into a flery furnace to go down into the tunnel.

" After pouring two or three streams into the tunnel, the flames subsided so that the firemen could get down to the wreck and the flames were quickly extinguished and the work of taking out the bodies begun.

ustained was a separation of the locomotive "None of the passengers on the local were

"The first two or three injured persons that were taken out were also taken back to the depot so that they could have immediate medi-

"John Hancke, a car-cleaner, who had both

the freman of the New Haven local pulled "'One of the most peculiar features of the

At 10 o'clock it was reported that are people rapidly approaching the Grand Central depot "The Engine was on the Eastern track,

> right opposite the point of contact of both trains, when the crash came, ". The awitcher was thrown from the track, but otherwise uninjured, and Engineer Balley and five men on the engine escaped even being

At 10 o'clock Coroner Levy arrived at the lead bodies be removed to the Morgue. At 10, 10 the ambutances were all dismiss

time remained in the wreck. During the search for the bodies, traffic we stopped on both through tracks, and all trains were run on the local tracks on either side of

Fireman John Scoffeld, of Truck 16, who was overcome by the smoke, was one of the first to enter the blazing tunnel.

He was formerly an expressman, and knowing the construction of the New Haven and Hartford cars perfectly, rushed right into the thickest of the smoke in his effort to save hu-

himself was overpowered by the thick smoke and had to be taken from the tunnel by his comrades. Rev. Father Walker, S. J., of St. Lawrence's Church, just opposite the scene of the collision. went down the tunnel as soon as he heard o

At 12.30 the firemen ceased their labors of searching for bodies in the telescoped cars, having satisfied themselves that no other were

search, which failed to show any signs of body. A stream of water, however, was kept

line, and D. B. McCoy, Superintendent of the New York Central Road, visited the scene of the accident and a large force of men were ut to work removing the debria. A wrecking train was also sent for and th

work of conveying the wrecked cars to Spuyter

Duyvil was commenced. The last vestige o the wreck was carried away from the scene o the aw ul catastrophe at 1. 30.

ould recognize any of them. Among the callers was a boy of sixteen, wh said he thought the body of the woman wh was charred to a crisp was that of his mother.

he was not sure of the identification and eft, saving that he would bring his father, who ould make sure.

Coroner Levy later ordered all the bodies to be removed to the Morgue and the tide of seek ers after friends and relatives was turned in

John Haucke, the young seventeen-year-old car-cleaner, whose legs were crushed and burned, and who was taken to the Presby terian Hospital, died there at 1.15 r. M.

MANAGER TOUCEY'S STATEMENT

At the office of Supt. O. M. Shephard of the New York, New Haven and Hartford Ratiroad in the Grand Central Station, the Chief Clerk said, to an Evening World eporter, that reports had been re ceived from the engineer, freman and thinking the danger was removed. conductor of the New Haven local No. 10 which left the depot at 7.02 o'clock this morn

The locomotive was in charge of Engineer Fowler and Conductor George Hutchinson The freman's name is Goodale.

They left the scene of the accident soo after it occurred and reported at the Superin endent's office, but could give no clear account of the disaster nor information as to its

The first report received at the office was t ne effect that Engineer Fowler's mangled body lay under his engine, but his appearance n person contradicted that story.

The train which was run into, he said, was ahon" train, consisting of New York Central and New Haven empty coaches, being drawn by a yard engine to the Mott Haven yard for

torage. The clerk had heard that the cars were o fire but did not know how many were killed, though he had heard that one car cleaner

A later report received by him was to the effect that six employees in the "shop" train were dead. The only injury which the New Haven train

proper from its tender. have rung. This bell is an extra precaution The cars were not injured and the train was backed down to the Grand Central station yard and the passengers sent out on train No. 5,

light or by car stoves. ommodation local to New Haven. It was sent through the side tunnel, which was not blocked. General Manager J. M. Toucey, of the New York Central Railroad, gave a more de-

tailed account of the accident. He said that the "shop" train had stopped n the tunuel for some unaccountable reason at Seventy-second street and is substantiated in and the engineer of the New Haven train nese statements by the trackwalker, who was must have disregarded the block signal, which in the Seventy-second street out when the is always displayed on such an occasion.

rear car of the "shop" train, and the empty beard were burnt off and his limbs and body collision and atrangely fortunate, too, was cars were piled in a jumbled mass on both found it to be at danger and lamp burning

A light New York Central engine was coming outh on the main down track at the time of the accident, and that crashed into the overturned cars, increasing the horror.

The deadly car stove again got in its work, and it must have been on a New Haven car, for that road is the only one which has diare garded the law which prevents the heating of

The overturned stove set fire to the car, & conflagration was the result, and the employees who were imprisoned in the cars were | was the case on this occasion. subjected to the added and greater danger o

roasting to death in the flames. Mr. Toucey sent Supt. McCoy, of the Hudson River Division, and Supt, Platt, who has charge Central Station Association, to the acette as soon as he was informed of the accident. At 10.30 o'clock he had received a report to the effect that the bodies of eight employees,

who were in the "shop" train, had been re moved from the burning wreck. How many more were imprisoned in the cars he could not say, nor had he learned the

names of any of the victima. The General Superintendent said that there would be no delay of traffic, because all trains would be run in and out of the stations of schedule time through the side tunnels. which have been used only for the running of local

Hearing that the firemen were complaining that their work of extinguishing the flames in the tunnel was being hindered by reason of the constant running of trains, he said that there was no doubt of that.

The accident occurred in the rock out, where the openings into the tunnel are few and the facilities for getting fire-hose into the lunne without crossing the side tracks where train are running are fewer still.

General Manager Toucey at 11.30 received the following official report from Supt. Mo-Coy, who was at the scene of the wreck: "Two rear cars of the shop train were tele scoped by the New Haven local. The last coach of the shop train was occupied by oa

leaners and car repairers on their way to the Mott Haven yard, where they were to go on "Five men were killed instantly and one

ive miles an hour, when the New Haven train "The New Haven train was thought to be

running at the rate of thirty miles an hour."

nan had both legs broken.

Supt. McCoy reported that the telescoped cars were New Haven coaches and had caught fire from the stoves which they carry. The bodies of the dead employees

amage was done, he reported, only the inte rior of the coaches being burned.

The light switch engine which collided with the wreck coming south suffered no injury, and was simply derailed. General Manager Toucey said that the exlanation of Engineer Fowler, of the New Haven train, as to the cause of the accident

displayed was changed to a white one after he got into the danger block, and he thought the track was clear.

was that the danger signal which was first

The block-signal system is in operation in By this system, when a red signal is displayed at the signal man's cabla, a green danger light is shown 1,000 feet further down the track to warn approaching engineers and

Mr. Toucey says that Engineer Powler as mits naving seen the green light, and acting on its warning; but he said that after he passed the green light the red light at the signal station was changed to white, and he proceeded,

VICE-PRES. WEBB'S STATEMENT

He Disclaims Responsibility for the Central and Harlem Roads.

The following satatement was made at 1.36 this afternoon by Third Vice-President H. Walter Webb, of the New York Central:

The accident happened on what is known a

the Harlem line, which is operated and ma-

aged by an organization known as "Grand tween Forty-second street and Mott Haven Junction—the junction north of the Harier The management of this line is entirely sep arate and distinct from that of the New York Central, the Harlem or the New Haven roads There is a general manager of the line elec-

general manager has entire control of the peration of the line between the points named and trains and men are under his control while passing between these points. "The following is the report made to me by

Mr. Charles H. Piatt, the General Manager of

Grand Central Station:"

"The engineer and fireman of the New Haven train claims that the home signal at eventy-second street was clear. "The conductor of the New Haven train claims that he heard no bell. If the signal was received the belt should

ary signal. The number of people in the shop train is not "The fire in the shop train was caused ither by a lamp, the explosion of the head

The signal man at Eighty-sixth street, at which point the Seventy-second street home signal and distant signal are locked had not unlocked the Seventy-second street aignal for the New Haven train when the collision occurred. "The operator at Seventy-second street had could accomplish nothing. He was jammed in eightn street, was among the first persons on

"After what seemed an interminable delay, lever was blocked. The track walker made an examination o the Seventy-second street home signal and

The track foreman said he saw the Seventysecond street district signal at danger when he New Haven train passed.

electrical system of signals and find every "The operator at Seventy-second street im

mediately notified Eighty-sixth street that the cars by stoves on railroads operated in this New Haven train had passed his signal at dan-"The signals are interlocked, and it is

Story of Horror, Told by a Pas senger on the Outward Train. Mr. Frederick Motzer, of Brooklyn, who is collector for the Marvin Safe Company, was passenger on the 7,01 train outward from the

held up the doomed man's head, which had dropped down on the window ledge. Another nave examined the entire mechanical and directed a stream of water upon him. Then, with axes, they out away the timbers and

almost beyond recognition as a human being.

moans of others whom we could not see. The for help. To an tunnel was filled with dense, black smoke, and

EVENING WORLD reporter he told the following | the heat was like an oven.

graphic story of his experiences in the terrible "I sat in the rear car of the Springfield suffocated. He was breathing when taken out local. There were seven other passengers in that car, including one lady. The train com-

prised three coaches and a baggage car. "Our train was on the west track of the cenire tunnel. Ahead of us, on the same track, was a train of sleepers and other cars, either | This was about 8 o'clock. standing still or being backed. Its locomotive was a switch or yard engine, coupled to the scribe the horror of it. The noise of the hiss-

"Our engine struck the switch engine with through the other tunnels, the giare of the suited more happily." such force that it was careened over on its burning cars, the darkness behind, the shouts side, falling squarely across the east track. The car next to it was also kno cked over, and

"The next car was a sleeper, and our locomofull on end. It crashed through the platform and at least eight or ten feet into the sleeper. t did not lift it from the rails, nor was our engine or any of the cars in our train deraised. "The shock was terrific. Passengers were brown headlong over the seats and into the passageways, but fortunately no one was seri-

grushed into splinters.

ously burt. All were terribly frightened, how ever, not knowing what had happened. "The conductor gained his presence o mind at once and advised every one to retain his place. But suddenly the cry arose that another train was coming up in our rear, and everybody hustled out on the track in the dark tunnel. There did not seem to t

.. With the conductor of our train and brakeman I ran up the track to see what was that guards the opening, I looked down and of \$4,000 for the fight between Dixon and Methe matter. Then I beheld a sight, the sickening horror of which will haunt my dreams so "When the engine of our train had tele-

any train in sight, however.

been broken and bent over towards the car. Sparks therefrom had almost instantly ignited the timbers of the car, and it was in a blazwhen we got to it. "I do not know how many people were to the doomed sleeper, but there must have been several. I learned that they were employees

of the road, and that most of them, if not all. rere probably asteep at the time. "As we reached the side of the car we say man's head hanging out of a window. Only his head and shoulders were visible. He appeared to be a man about thirty-two years old,

and had dark hair. "He was shricking with agony, and we could see that the engine front had pinned him

up against the timbers of the car. "As soon as he saw us he screame ! ... For God's sake, kill me! I am burning

alive! Help me! For God's sake, kill me!" "The despair and agony depicted on the nan's face and apparent in his voice made an impression of such horror upon my mind that "We sprang at once to release him from hi

awful plight, but just at that moment an in-

ward train swept by us in the west tunnel.

That caused such a rush of air through the

openings between the tunnels that we were

enveloped and choked in dense clouds of black smoke, and were forced to fall back. .. When the smoke cleared a little we endeavored again to help the poor devil who was roasting before our eyes. But a new difficulty

"The heat from the burning car had becom so intense that the lead on the roof melted, and great finkes of the molten metal fell upon us, burning our clothes and our flesh, and we not cleared either the home or distant signal so tightly that he could make no move to help himself.

> or twenty minutes, but it seemed an age. The sixth street station when firemen came into the tunnel with a line of hose, but it was still several minutes before the

lifted him to the ground.

"He was unconscious and past suffering, but still breathed. Two policemen carried him up the track to a point where they could reach stairs and said that there was a fire in the he street and an ambulance, but he was dead tunuel. efore they got there.

"The flames had not disfigured his head and ace, except that his hair was burned off, and | his beard if he had had any. Below his shoulders his body and legs were rosated and charred

"During this time we could hear from the interior of the burning car the shrieks and

a sight that was sickening in its horror.

"I saw another man gotten out. He wa not much burned, but appeared to have been and laid upon the ground, but died in a mo

"It was an awful scene. Words cannot de-

inward end of the train, with its tender toward ing steam, the crackling of the flames, the sens worked like Trojans to save lives, but us. There was no headlight on the rear of the shricks of the people imprisoned in the fur- had their attention been first directed to the nace-like wreck, the roar of trains passing of the firemen and others coming to the rescu -it was a pandemonium.

"As nearly as I can recollect, there wer eighteen passengers in our train, the conduc tive ploughed through the wreck and struck it tor, two brakemen, the baggagemaster, the engineer and freman-twenty-four in all. I do not know that any of these was seriously

> o'clock. He says: "I heard a noise like that made when a engine's cylinder head is blown out, and looking I saw steam coming out at the opening in the roof of the tunnel at Eighty-fifth street. " In a moment I heard shricks and cries for

low and crying for help.

"I shouled for a ladder, and some of the bystanders ran to fetch ladders and ropes.

"Then a slim young man stepped forward and volunteered to be lowered down into the hole. It was only a few feet to the car top, and this young man suggested that if he were and this young man suggested that if he were and state.

"If the club will put the \$4,000 in Al Emiles is the same if the match is stopped or interfered with by the police, Mr. O'Hourke will jailow Dixon to fight Dixon to fight of Call McCarthy asking if the latter will fight of the private, in or near Boston, for a pursuant fight below. scoped the sleeping car, the smoke stack had

could reach his feet and by hanging on could be drawn up to safety.
''This was done. The man in the car was now approunded by smoke, and flames could "The man on the car roof se zed the feet of the daring young man, and we drew both men

"By this time short ladders had been pro cured, and two people came up from below on them. "I could see people looking out of the car windows by the light of the fire that was now

up to the level of the street, while the growd

biazing sercely in the tunnel. Then the fire an old col When the fire had been extinguished, men from a wrecking-train began the work of clear- learned that she was assisting Mrs. Groves to

The seats seemed to close upon him, pinion ing him fast. When he was taken out he was found to have received internal injuries and

John Baucke, a youth of seventeen years, living at 849 West Fifty-pinth street, was re moved to the Presbyterian Hospital with both egs crushed. He will probably die.

WORK OF LIFE-SAVING. An Eye-Witness and Helper De-

scribes the Awful Scene. Morris Bix by, nead bookkeeper of the Union eague Club and living at 153 East Eighty-

"I usually take the 7.16 train for the club sixth street station when I heard a crash, and then saw smoke coming through the tunnel opening at Eighty-fifth street. help came. I don't suppose it was over fifteen and this morning I was approaching the Eighty-

not know that there was an accident "Just then a policeman rushed down the

"He and I together rushed down into the tunnel. It was full of fog and we had to grope our way up a ladder to an opening in the

wall that separates the two sets of tracks, and down another ladder. street. The firemen then began to arrive. We could see that there had been a collision

and that the cars were on fire. "The air was full of shricks and screenes

"The firemen poured in only one stre from above. Ladders were lowered, and people from the trains clambered up to the street through the Eighty-fifth street opening. street through the Eighty-fifth street opening.
"Gradually we worked along toward the
other end of the train, where the collision had

"The engine of the rear train had tele the rear car, No. 39, on the forward train. the engine and the top of the car, with the fre burning flercely only a few feet distant.

'His face, hands and neck were parches

o a pinkish brown color, and his clothing had een burned off his person. 'A dozen men runbed to his rescue, but i ok what seemed to be an age to release him.

retained the position it was in when he was inioned.
"It was raised and bent on a level with the top of his head, and seemed to be fixed-petrified-there.

ried away to the station, only to die there. "It was an awful sight-one never to be for "Then, to add to the excitement of the sene, John Sumeld, of Truck 16, fell down in an epileptic fit right at my feet.

mouth, and he was placed on a litter and car

fit and was in danger of butting his brains out on the iron tracks.
"He, too, was gathered up on a stretcher and carried away. .. The firemen and policemen and a few citiscene of the actual collision rather than the

ANTEED RESOLD FOR \$60,000

H. S. Henry, of Morrisville, Pa., Owns Him Now.

He will take him to his Pennsylvania and keep him as a private stallion.

ABOUT DIXON AND M'CARTHY. May Fight in Troy if the Cribb Club

BOSTON, Feb. 20. -George Dixson's bas Tom O'Rourks, has written to the Secretary of

Dixon in private, and state.

President Fulds, of the California Club, telegraphed to Capt. Cooke, yesterlay, that the directors of the Club would meet Monday signs and declore about offering a purse for Dixon and McCarthy, or for Dixon and Abe Willin,

Montgomery street, Jersey City, was held as Jefferson Market Court this morning to await the result of injuries to Elizabeth H. Groves, ored women living at 118 Twenty-afth street. Mayers is separated from his wife and he

PICKPOCKETS AT THE FUNERAL James Murphy, of 403 East Seventy-third street, and Walter Edmunds, a hom youth, were this morning held at the Harlem olice Court charged with attempting to pick ockets during the Sherman funeral parade ea

"CONSENTS" ARE VALID

Judge Ingraham in Supreme Court to-day denied the application of John W. Decker for an injunction to restrain the " Huckleberry road from using property-owners' consents he proposed casinge of motive power to the rolley electric method. The matter is now wholly, the Judge said, in the jurisdiction of the Railroad Commission-

The Dundee races, which were to be run off

y smoke and taken to his home. Louis Fowler, engineer of New Haven local lightly injured by jumping from engine

A mist filled the tunnel and the lights has

A train of sleeping cars was ahead on the

When the police, doctors and firemen reache



At 8.45 the body of a woman, burned risp, was brought to the surface. She was one of the car cleaners

The collision occurred near Eignty-sixth

supposed to be buried in the wreck.

police Haven. detailed to maintain order had all they could

Many were in tears and inquired anxiously for the names of those who had been rescued or whose fate was known. Almost immediately after the cars struck

The three men took the burning man by the The fire grew apace. The top of the car was

then smoke and sparks hid everything. When the firemen arrived with their hose directed on him. After the flames about only said: him had been quenched the firemen tried to pull him from the wreck. They could not succeed, and he was not taken out until the imbers had been chopped away. He pre- him by main force from the wreck. sented a horrible spectacle. His hair and

had been taken out, three dead and two in-

scene of the collision and directed that all the as it was evident that there were no more infured to be cared for, and that only dead vic-

the main tunnel.

His zeal proved fruitless, however, for he

it, but the only man who might have needed mmediate religious service of any kind was Protestant, John Haucke, the injured car

flowing on the debria. C. H. Platt, General Manager of the Harlem

After the bodies of the dead had been removed to the East Eighty-eighth street station hundreds of people called there to see if they

that direction.

He Lays the Blame to the New Haven Road's Deadly Car Stoves.

The engineer and freman had sustained bu

ad been fatally injured.

which left at 8 o'clock. This is an express train, but it was an ac

The New Haven locomotive crashed into the

"The foreman was right by the signal. thing in first-class order.

possible to clear the Seventy-second street signal when a train is in the section, which

SAW A MAN BURNED ALIVE.

AT THE WRECK.

"By this time I realized that I had myse been bruised and severely shocked, and seeins that I could be of no further use, I came away.

A GALLANT RESCUE. How One Imperilled Man Was Pulle Up to the Street. Claude Berard, who lives at 24 East Eighty ifth street and is connected with Tiffany's. was passing in Eighty-fifth street a little after

men came, and we gave way to them. "

many contusions. He lives at 107 East Fortyfourth street, but was taken to the Presby-

the scene of the disaster. He was much exited after the experience, but tells this story of the scene:

"I descended to the station at about 7.10

He was still alive when taken down.
'''Leave me alone—let me die,' he mur "After we got him down, his left arm still

LEXINUTON, Ky., Feb. 20.—Late last night S. A. Browne, of Kalamasoo, Mich., who bought Anteeo at public sale here yesterday for \$55,000, resold him to H. S. Henry, Morrisville, Pa., for \$60,000 cash.

Accepts Certain Condition help. I ran, and, lesping on the iron railing the Cribb Club, of Troy, in regard to ste o Carthy.

IT MAY BE A BLUNDER. Barber Mayers Caned Mrs. Graves in Mistake for His Wife Richard Mayers, a colored barber,

ing away the debris from the scene, and one of the first things that was turned over in the work was a "Baker heater," the car stove that stood in the end of car 33, when engine 826 plunged into it.

John Culbreta, a colored man, who was employed as a cook on the dining-room car of the Boston and Albany train, sat in the car next forward of No. 39 when the latter was tele-

Eighta avenue. At the Yorkville police court Peter Salvator, of 2190 First avenue, and Heary Murphy, of St Chrystic street, were held on the same charge.

Dundee Races Postponed.

"Y. & s." stick Liceries."